The Hong Kong Daily Press.

No. 7769 號七千七百六十九第 日八念月九年十壬緒光 HONGKONG, WEDNESDAY, NOVEMBER 8TH, 1882. 三拜禮 號八月一十英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

November 6, FIDRA, British str., 730, T. Kiddle, Saigon 31st October, Rice.—BUN HIN & Co.

November 6, GREYHOUND, British str., 227, D. Scott, Hoihow 31st October, General.—ADAMSON, BELL & Co.

November 7, NINGPO, British steamer, 761, Cass, Canton 7th November, General.—SIEMSSEN & Co.

November 7, NESTOR, British steamer, Nish, Liverpool 16th September, and Singapore 30th October, General.—BUTTERFIELD & SWIRE.

November 7, TITUS, German steamer, 555, C. Rix, Newchwang 29th Oct., Beans.—WIELER & Co.

November 7, MERIDIAN, Siamese bark, 394, A. Tuckson, Swatow 5th Nov., General CHINESE.

November 7, CARLOS, German steamer, 763, C. Haesloop, Saigon 30th Oct., Rice.—ED. SCHELLHASS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
NOVEMBER 7TH.

Rockhurst, British ship for Singapore.
Kwangtung, British str., for Swatow.
Ningpo, British str., for Shanghai.
Pearl, British str., for Saigon.
Pandora, Austro-Hung. str., for Singapore.
Glenury, British 3-m. sch., for Iloilo.

DEPARTURES.

November 7, BENLEDI, British steamer, for Guam.
November 7, PEI-HO, French steamer, for Marseilles.
November 7, MENEALSH, French steamer for Yokohama.
November 7, PEARL, British str., for Saigon.
November 7, PANDORA, Austro-Hungarian steamer, for Singapore.
November 7, SINDH, French steamer, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Greyhound*, str., from Hoihow.—Captain, officers, and crew of steamer *Paladin*, and 13 Chinese.
Per *Fidra*, str., from Saigon.—Mr. Mushead.
Per *Nestor*, str., from Liverpool, &c.—Mrs. Jack, from Singapore for Shanghai.
Per *Carlos*, str., from Saigon.—25 Chinese.

DEPARTED.

Per *Pei-ho*, str., for Saigon:—Mr. Jean Soleilhavon, and 5 Chinese. For Singapore.—Messrs. E. G. Hiller and Daniel da Costa, and Chinese assistant. For Batavia.—Mr. W. van der Heydon. For Marseilles.—General Don Lopez de Vega, and family, and 2 European servants, Dr. and Mrs. Eduardo A. Braga d'Oliveira, Mr. and Mrs. Gussmann and 4 children, Capt. Rus, Messrs. S. Barff, Silverlock, and John McKibbin.

REPORTS.

The British steamer *Nestor* reports from Paracels to port strong head wind and heavy sea.

The German steamer *Carlos* reports left Saigon on 30th Oct., and had fine weather with heavy sea and strong N.E. monsoon.

The British steamer *Greyhound* reports left Hoihow on 5th inst., and had strong N.E. winds and clear weather all through the passage.

The British steamer *Fidra* reports experienced strong N.E. gale with high cross confused sea. Between the latitudes 17 North and 20 North, approaching Hongkong, winds and sea moderated.

SHANGHAI SHIPPING.

October— ARRIVALS.

27, Walter Siegfried, British bk., from N'saki.
27, Hoihow, British str., from Swatow.
27, Yehsin, Chinese str., from Foochow.
27, Chefoo, British str., from Swatow.
27, Kiang-yung, Chinese str., from Hankow.
28, Ningpo, British str., from Hongkong.
28, Brutus, German str., from Kuchinotzu.
28, Kiang-teen, Chinese str., from Ningpo.
28, Kung Wo, British str., from Hankow.
28, Waverley, British str., from Keelung.
29, Tungsin, British str., from Ningpo.
29, Kiang-kwan, Chinese str., from Hankow.
29, Sin Nanzing, British str., from Tientsin.
29, Blackhalls, British str., from Swatow.
29, Chinkiang, British str., from Hongkong.
29, Yoritomo Maru, Jap. str., from K'notzu.
30, Kwa Hsing, Chinese str., from a cruise.
30, Wuhu, British str., from Hankow.
30, Chung King, British str., from Tientsin.
30, Yung-ming, Chinese str., from Wenchow.

October— DEPARTURES.

27, Kung-pai, Chinese str., for Chefoo.
27, Hae-an, Chinese str., for Chefoo.
27, Fatchoy, Amr. str., for Chinkiang.
27, Fuh Wo, British str., for Hankow.
27, Newchwan, British str., for Tientsin.
27, Amoy, British str., for Hongkong.
27, Hiroshima Maru, Jap. str., for Nagasaki.
28, Kiang-piau, Chinese str., for Hankow.
28, Kwongsang, British str., for Chefoo.
28, Kiang-teen, Chinese str., for Ningpo.
29, Hoihow, British str., for Hongkong.
29, Pantah, Chinese str., for Chefoo.
29, Pekin, British str., for Hankow.
29, Wuchang, British str., for Chefoo.
29, Chefoo, British str., for Chinkiang.
30, Tungsin, British str., for Ningpo.
30, Ningpo, British str., for Hongkong.

SINGAPORE SHIPPING.

October— ARRIVALS.

21, Sury Wongse, German str., from Bangkok.
21, Annamite, French trans., from Toulon.
21, Rosa, British str., from Macassar.
22, M. Yajiranhis, British str., from Penang.
22, Siak, Dutch str., from Palembang.
22, Tencer, British str., from Hongkong.
22, Ban Y. Seng, British str., from Bangkok.
22, Normandy, British str., from Rangoon.
23, Billiton, British str., from Penang.
22, Penang, British str., from Samarang.
22, Bokhara, British str., from Hongkong.
23, G. G. Loudoun, Dutch str., from Batavia.
23, Glenartney, British str., from London.
23, Atholl, British str., from Penang.
23, Ganymede, British str., from Deli.
23, Normanby, British str., from Samarang.
23, Benmore, British str., from Malacca.
23, Kilwa, British str., from Calcutta.

October— DEPARTURES.

23, B. W. Soon, British str., for Billiton.
23, B. Yong Seng, British str., for Bangkok.
23, Normandy, British str., for Bangkok.
23, Sury Wongse, German str., for Bangkok.
23, M. Vajiranhis, British str., for Penang.
23, Atholl, British str., for Hongkong.
23, Glenartney, British str., for Hongkong.
23, R. Brocrs, Dutch str., for Banjermassin.
23, Baron Mackay, Dutch str., for Padang.
23, G. G. Loudoun, Dutch str., for Acheen.
23, Lombardy, British str., for Hongkong.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Minard Castle (s.)	Shanghai	Sept. 20
Ajax (s.)	Shanghai	Sept. 16
Laura	Manila	Sept. 17
K'mure Castle (s.)	Shanghai	Sept. 18
Mohawk	Manila	Sept. 19
Rosetta (s.)	Shanghai	Sept. 21

AUCTION SALES TO-DAY.

None.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. KEINEES, Esq.
H. Hoppius, Esq. — F. D. Sassoon, Esq.
Hon. F. B. Johnson. — M. E. Sassoon, Esq.
A. P. McEwen, Esq. — S. Young, Esq.
A. McIver, Esq. — Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's-Road East,
91 Hongkong, 10th August, 1882.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

Hongkong, 1st June, 1882. [11

INTIMATIONS.

I, the Undersigned, have this day opened a STORE at No. 12, Peel Street, lately occupied by N. M. Khamisa, and have for sale all kinds of MILLINERY, DRAPERY, and GENERAL EUROPEAN GOODS for Gentlemen, Ladies, and Children, for Summer and Winter.

SHAIKALLY FAZULLALLY.
Hongkong, 1st August, 1882. [1925

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to
J. M. ARMSTRONG,
19207 Auctioneer, Queen's Road.

E. CASSUMBHOY,

FURNITURE WAREHOUSE,
Nos. 9, 11, 12, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.
HOUSES or ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c.,
FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.
A few Pieces of Genuine Old Porcelain and other Ware.
CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [1720

SUNSHING,
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.

SUN SHING.
Hongkong, 1st May, 1881. 1989

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers

CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited. Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1667

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts.....$22.50.
2 Dozen Pints.....$23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 30th January, 1877.

TO BE LET.

TO LET.

HOUSE No. 9, MOSQUE TERRACE.

Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd November, 1882. [2023

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd November, 1882. [34

TO LET.
With Immediate Possession.

A LARGE OFFICE, or Suite of Offices, on the First Floor of the Premises occupied by
KELLY & WALSH.
Hongkong, 3rd October, 1882. [1844

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.

Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.

Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.

Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

THE PREMISES at BOWRINGTON known as the Old INTERNATIONAL ICE HOUSE. GODOWN Capable of Storing about 4,000 Tons Coal. Dwelling House attached, &c., &c.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd October, 1882. [1843

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also
Entire GODOWNS to be LET.

Apply to
MEYER & Co.
Hongkong, 3rd March, 1881. [1047

KELLY AND WALSH
Have just received their
NEW SEASON'S
CHRISTMAS AND NEW YEAR'S
CARDS.

The selection is the finest ever seen in the Colony and includes the choicest productions of the best English and American manufacturers. First and foremost are the richly fringed Prize Cards of Messrs. Prang, the great American Art Publishers, and the series of Royal Academy Cards, the designs of the most distinguished English Artists including G. D. Leslie, R.A., J. Sant, R.A., E. J. Poynter, R.A., W. F. Yeames, R.A., Marcus Stone, R.A., T. C. Dobson, R.A., J. E. Hodgson, R.A., J. R. Herbert, R.A., &c., &c., all finished in the highest style of chromo-lithography.

In addition to these will be found a splendid assortment of HAND PAINTED SATIN CARDS.

PHOTOGRAPHS finished in Water Colour, and an extensive stock of the cheaper cards ranging in price from 5 cents each.

Prize Christmas Cards.
Royal Academy Xmas Cards.
Hand Painted Christmas Cards.
Hand Painted Photograph Xmas Cards

32] KELLY & WALSH—HONGKONG.

NOTICE.

THE Undersigned, in thanking her numerous supporters in Hongkong and the Southern Ports and soliciting a continuance of their patronage, has great pleasure in notifying them, that the cold season having now set in, she is in a position to supply

MEAT AND GAME, GAME PIES, &c., as formerly, and that all orders entrusted to her will meet with immediate attention, every care being taken to ensure prompt despatch and careful packing.

LAVINIA HOPKINS.
Shanghai, 30th October, 1882. [1993

FOR SALE

GEORGE GOULET & Co.'s CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts...$17
Do. Do. 2 doz. Pints...$18

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Benford's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities
HOCK and MOSELLE,
from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON
"GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents.
Hongkong, 3rd October, 1882. [1846

FOR SALE.

4,000 Quarter Sacks Best Quality Baker's EXTRA FLOUR, "GOLD CASH" Brand, ex Steamer "COPTIC" in lot to suit. For Sale by

FUNG TANG,
366, Bonham Strand.
Hongkong, 10th October, 1882. [1886

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES.
DR. TOWNSEND'S
AROMATIC HOLLANDS TONIC,
POMERANZEN BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.

J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.
Hongkong, 1st June, 1882. [799

FOR SALE CHEAP.

THE CUTTER "PINAFORE," 40 feet by 11 feet, built 1880, Extra Timbers Floors and Stringers double Planked and Copper Fastened 1881, 2 ton LEAD, 4 tons IRON, 5 ANCHORS, 4 CHAINS, OREGON PINE SPARS, all gear &c., good as new.

Address K. care of Office of this Paper.
Hongkong, 12th October, 1882. [1773

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BIRLEY & Co., Agents for the British North Borneo Co., to Sell by Public Auction,

TO-MORROW,
the 9th November, 1882, at NOON, at the "Shang Cheong" Timber Yard, Yow-ma-tee,
595 logs of BORNEO HARDWOOD.
25 Pieces of do. Pah-mah PLANKS.
2 Do. of do. BILIOU, Pau-lau-kak.

Also,
A quantity of FIREWOOD, (round and split Hardwood).

A Steam Launch will leave Peddar's Wharf at 11.45 A.M.

For Further Particulars, apply to
HUGHES & LEGGE,
Auctioneers.
Hongkong, 6th November, 1882. [2037

PUBLIC AUCTION.

VALUABLE PROPERTY,
IN JERVOIS STREET, AND QUEEN'S ROAD CENTRAL.

THE Undersigned will Sell by Public Auction, on
WEDNESDAY,
the 15th day of November, 1882, at 3 P.M., on the Premises,
By Order of the MORTGAGEES.

1st Lot.—One HOUSE in Jervois Street, No. 68, and One HOUSE in Queen's Road Central, No. 201, measuring North 15 feet, South 17 feet, East 55 feet, West 64 feet or 895 square feet. Yearly Crown Rent £2.16.2, registered as INDAND LOT No. 117, for 999 years from the 26th June, 1843.

2nd Lot.—One HOUSE in Jervois Street, No. 70, and One HOUSE in Queen's Road Central, No. 203, measuring on the North 15 feet, South 17 feet, East 64 feet, West 72. Yearly Crown Rent £3.3.6, registered as INLAND LOT 117a, for 999 years from the 10th September, 1845.

3rd Lot.—One HOUSE in Jervois Street, No 72, and One HOUSE in Queen's Road Central, No. 205, measuring on the North side 15 feet, South 16 feet, East 62 feet, West 79 feet, or 1,100 square feet. Yearly Crown Rent £3.11.7, for 999 years from the 26th June, 1843.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,
Auctioneer.
Hongkong, 23rd October, 1882. [1959

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on
SATURDAY,
the 18th day of November, 1882, at 3 P.M.
All that Piece or Parcel of GROUND Registered in the Land Office as INLAND LOT No. 344, measuring on the North side 54 feet, South and East 45 feet, North and East 66 feet, South and West 86 feet. Together with the 2 HOUSES known as Nos. 29 and 31 in Mosque Street.

For Particulars, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 1st November, 1882. [2010

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE, to Sell by Public Auction, on
THURSDAY,
the 23rd November, 1882, at 2.30 o'CLOCK P.M., at the Premises,

A VALUABLE LEASEHOLD PROPERTY
Situate in the Queen's Road Central, Victoria, in the Island of Hongkong,
Comprising:—

All that Piece or Parcel of GROUND situate at Victoria aforesaid, and registered in the Land Office as SUB-SECTION A of SECTION G of MARINE LOT Number 63, with the Four well built MESSUAGES or SHOPS thereon formerly known as Numbers 147, 147a, 147b, and 147c, but now known as Numbers 175, 177, 178, and 181, Queen's Road Central, as the same Piece or Parcel of GROUND is held for the residue of a term of 961 years created therein by a Crown Lease dated the 9th May, 1862.

The Premises will be offered for Sale in four Lots and will be sold subject to the existing lettings thereof respectively and to the payment of due proportions of the Crown Rent and to the performance of the Crown Covenants payable and to be performed in respect thereof respectively.

For an inspection of a Plan of the Property and for Further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to
J. M. ARMSTRONG,
Auctioneer,
Hongkong.
Hongkong, 8th November, 1882. [2047

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions from the MORTGAGEE to sell by Public Auction, on
MONDAY,
the 27th November, 1882, at 2.30 o'CLOCK P.M., at the Premises,—

A VALUABLE LEASEHOLD PROPERTY
Situate in Jervois Street and Morrison Street, Victoria, in the Island of Hongkong,
Comprising:—

All that Piece or Parcel of GROUND situate at Victoria aforesaid, and registered in the Land Office as SECTION A of INLAND LOT Number 162, with the Three well built MESSUAGES or SHOPS thereon as the same Piece or Parcel of GROUND is held for the residue of a term of 75 years created therein by a Crown Lease dated the 21st July, 1845.

The Premises will be offered for Sale in three Lots and will be sold subject to the existing lettings thereof respectively and to the payment of due proportions of the Crown Rent and to the performance of the Crown Covenants payable and to be performed in respect thereof respectively.

For an inspection of a Plan of the Property and for Further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to
J. M. GUEDES,
Auctioneer,
Hongkong.
Hongkong, 8th November, 1882. [2048

NOTICE TO MARINERS.

SOUTHERN LIGHTS' SECTION.
No. 3.

ON and after the 10th November, 1882, the following fog signals will be established at DODD ISLAND.

During foggy weather the keepers, on hearing a bell, fog-horn, steam-whistle or other sound indicating the proximity of a vessel, will fire two guns with an interval of half a minute between them, and, if the vessel's fog signal is still heard, will repeat the firing after an interval of fifteen minutes.

J. McLEAVY BROWN,
Commissioner of Customs.

Custom House,
Amoy, 28th October, 1882. [2015

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL PARIS, 1878.
Sold by all Stationers and Dealers. [910

INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND INTERIM BONUS of Five per cent. upon CONTRIBUTIONS, and a Second Interim Dividend of Thirty Dollars per SHARE for the year 1881 will be payable on SATURDAY, the 28th instant.

WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 28th October, 1882. [1891

THE
UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Society's Head Office, Hongkong, on SATURDAY, the 11th day of November, 1882, at 12 o'CLOCK, NOON, for the purpose of Confirming as Special Resolutions the Resolutions for the Amendment of the Society's Articles of Association passed at the Extraordinary General Meeting of the Society held on FRIDAY, the 27th day of October, 1882.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated the 28th day of October, 1882. [1985

CANTON INSURANCE OFFICE IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a GENERAL MEETING of SHAREHOLDERS in the above Office will be held at No. 7, Queen's Road, Hongkong, on WEDNESDAY, the 29th day of November next, at HALF PAST ELEVEN o'CLOCK in the forenoon, when in accordance with "the Companies Ordinance 1865" the Accounts and Report of the Liquidators regarding distribution of Assets and liquidation of the Office will be presented.

F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD,
Canton Insurance Office in Liquidation.
Hongkong, 30th October, 1882. 1995

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of the SHARE numbered 1077 in this Company, standing in the Register in the name of Mr. R. W. IRWIN, having been mislaid or lost by him, NOTICE is hereby given that a NEW CERTIFICATE for such SHARE has this day been issued to the said R. W. IRWIN as such Registered Proprietor of the Share mentioned, and that the Original Certificate will hereafter be held by the Company as null and void.

Dated the 25th day of October, 1882.

By Order of the Board of Directors,
JAS. B. COUGHTRIE,
1976] Secretary.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia, from the 11th day of May to the 31st day of December, 1881, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 23rd September, 1882. [1793

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that A SPECIAL or EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 30th day of December Next, at THREE o'CLOCK precisely, for the purpose of considering, and, if approved, of passing the following Resolutions then intended to be proposed.

1.—That the Capital of the Hongkong and Shanghai Banking Corporation be increased from $5,000,000 to $7,500,000 by the creation of 20,000 New Shares of $125 each, to be issued at the price of £40 on the terms after mentioned. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand Bills on London.

2.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New Share for every two Shares of which on the 30th day of December, 1882, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

3.—That payment of the sum of £40 per share for each of the said New Shares be made as follows, viz:—
£10 on the 31st day of March, 1883
£10 „ 30th „ „ June „
£10 „ 30th „ „ Sept. „
and £10 „ 31st „ „ Dec. „

4.—That the Directors issue to Shareholders holding shares not a multiple of Two a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce two such Fractional Certificates on or before the 31st March, 1883, and pay the first instalment in respect thereof.

5.—That after payment of the 1st instalment, and pending payment of the future instalments, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Share, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holder of the Shares represented by such Scrip Certificates respectively.

6.—That interest at the rate of 5 per cent per annum (free of Income Tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due, and that from the 31st day of March, 1883, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid up, on an equality with the other Shareholders of the Company.

7.—That interest at the rate of 7 per cent per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.

8.—That all moneys received from premiums on the said New Shares be added to the Reserve Fund.

For the Hongkong and Shanghai Banking Corporation,
(Signed) T. JACKSON,
Chief Manager.
Hongkong, 3rd November, 1882. [2025

WANTED.

BY A GENTLEMAN, whose present engagements shortly terminates, A SITUATION as GENERAL CLERK or CORRESPONDENT. Good references.

Apply to
"J. K."
Care of Office of this Paper.
Hongkong, 1st November, 1882. [2009

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "NESTOR," are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th November, 1882.

Goods undelivered after the 13th November, 1882, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th November, 1882. [2006

STEAMSHIP "SINDH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "INDUS," from London, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 6th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 13th inst., at NOON, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th November, 1882.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "MORAY," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 4th November, 1882. [2031

THE STEAMSHIP "ARRATOON APCAR"
Captain A. B. Mactavish,
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 12th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th November, 1882. [2034

NOTICE TO CONSIGNEES.

STEAMSHIP "NIIGATA-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 7th November, 1882, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent.
Mitsu Bishi Mail Steamship Co.
Hongkong, 6th November, 1882.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "IBAGUADET"
C F P in triangle, 50 Bales Cotton, Order, from Madras.

G. DE CHAMPEAUX,
Agent.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th September, 1882. [1739

GOVERNMENT NOTIFICATION.

THE OFFICER ADMINISTERING THE GOVERNMENT invites Residents of Hongkong who may be desirous of forming themselves into a new Corps of Hongkong Volunteers to send in their names to the Acting Colonial Secretary.

It is proposed that a Corps of Volunteer Artillery should be formed to be commanded by an Officer of the Royal Artillery whose services will, by permission of His Excellency the Major General Commanding, be available for this purpose in the event of a sufficient number of names being enrolled.

Information respecting the assistance which Government is prepared to offer with the view of encouraging the formation of a new Corps will be obtained on application to the Acting Colonial Secretary.

By Command,
F. STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th October, 1882. [1980

THE CHEAPEST HOUSE IN THE EAST FOR
BOOKS, STATIONERY, MUSIC, AND FANCY GOODS.

W. BREWER,
(late with KELLY AND WALSH,)

BEGS to announce that he has commenced BUSINESS on his own account at No. 15, Queen's Road, the Store formerly occupied by ATACK, next door to Mrs. ROSE, where he invites inspection of his entirely new and well selected Stock of
BOOKS in every department of Literature.
FANCY and COMMERCIAL STATIONERY.
INSTRUMENTAL and VOCAL MUSIC.
ORGANS and PIANOS.
Large Variety of FANCY GOODS.
TOBACCOS, CIGARETTES, &c., &c.
New Season's CHRISTMAS CARDS.
Manufacturer of INDIA RUBBER STAMPS.
Hongkong, 18th October, 1882. [1934

INTIMATIONS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS,"
Captain Lapage, will be despatched TO-DAY, the 8th instant, at NOON.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th November, 1882. [1893

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship
"NESTOR,"
Captain Nish, will be despatched TO-MORROW, the 9th November, at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

NOW ON SALE.

THE

CHRONICLE & DIRECTORY

FOR

CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.

FOR 1882.

With which is incorporated

THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLADIWOSTOCK, MALACCA, and PENANG have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the Amended TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880 &c.

The ALPHABETICAL LIST OF FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
MAP OF THE COAST OF CHINA.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful *vade mecum* to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY, is published in Two Forms—Complete at $5; or with the List of Residents, Port Descriptions and Directories, Plan of Victoria, Code of Signals, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO.....Messrs. A. A. de Mello & Co.
SWATOW.....Messrs. Campbell & Co.
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FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hadge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....The C. and J. Trading Co.
HIOGO, OSAKA.....The C. and J. Trading Co.
YOKOHAMA.....*Japan Gazette* Office.
MANILA.....Messrs. Viuda de Loyzaga & Co.
SAIGON.....Mr. Crettier.
SINGAPORE.....Messrs. Sayle & Co.
BANGKOK.....Messrs. A. Bjurling & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Messrs. Geo. Street & Co.
LONDON.....Messrs. Bates, Hendy & Co.
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 8th February, 1882.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED,

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, NOVEMBER 8TH, 1882.

WE are pleased to note, by the account of the disaster given in another column, that the captain and crew of the wrecked steamer *Paladin* were treated with so much kindness both by the Chinese in Hainan and by the officers of the Chinese gunboat which conveyed them to Hoihow. It is true that in so behaving the Chinese only obeyed the Imperial proclamation issued shortly after the settlement of the *Anna* affair, when the German Minister so strongly insisted upon proper protection being extended and assistance afforded by Chinese subjects to distressed or shipwrecked foreigners. But Imperial proclamations are not too religiously obeyed in remote portions of the great empire on whose borders we live, and there have been recently several cases on the coast where the natives have behaved with anything but generosity or consideration to the shipwrecked. We have only to go back to the case of the steamer *Hongkong*, wrecked on the 1st September at the entrance to the Haitan Straits, when crowds of natives swarmed around and upon the disabled vessel and would not retire from their prey even on a display of firearms. A mob of Chinese also assembled round the steamer *Europe*, wrecked recently on the East coast, with the intention to pillage her. The people of Hainan have, moreover, on former occasions earned for themselves a rather unenviable reputation for inhumanity towards foreign seamen cast upon the island. In October, 1880, when the French barque *Taffarette* and the American ship *James Bailey* were caught in a typhoon and cast upon the coast of Hainan, the vessels were ruthlessly plundered by the natives, who also stripped the survivors of everything they possessed and refused to give them food, lodging, or even guidance to Hoihow. The treatment accorded to the crew of the *Paladin* stands out in favourable contrast to the inhuman and brutal usage experienced by the men of the *Taffarette* and *James Bailey*. Probably the representations then made to the Chinese Authorities by the French and American Consuls have not been without a good effect. There is, of course, always a disorderly element in all populations on the seaboard, and it is not reasonable to expect that the Chinese fishermen and boatmen will prove less accessible to temptation than those of other nations. So long, therefore, as we find the Authorities anxious to do their part in succouring the shipwrecked and protecting their property, we have little cause to complain.

THE explosion of the boiler of the steam-tug *Fei-lung* in this harbour on Monday morning draws attention to the fact that launches not engaged in passenger traffic are not under official inspection. Although this is the first disaster of the kind which has occurred on a steam-launch in this harbour for many years—a fact that either shows an unparalleled good fortune or considerably more care on the part of the Chinese owners than they are generally credited with—the fatal nature of it is sufficient to give rise to the query, whether it would not be desirable, in the interests of the crews and even of the owners, to make all steam-launches plying in the harbour subject to periodical inspection by the Government Marine Surveyor. It is true, we believe, that private launches are not so inspected at home, but it should not be forgotten that many of those running here are under the charge of comparatively inexperienced Chinamen, and many of them often carry a large number of persons on board. The *Fei-lung* had as many as eight persons on board at the time of the explosion; and some of these tug-boats frequently take quite a crowd of compradores and runners off to ships just arriving. In any case there could be no real hardship inflicted by the passage of such a measure by the local Legislature, nor could it be regarded as any interference with private enterprise. The only objection that could possibly be raised to the Government inspection of private launches, in our opinion, would be the assumption by Government of a responsibility that perhaps ought to rest entirely upon the owners. It is manifestly to the interest of steam-launch proprietors to keep their vessels in sound working order, and to see that the boilers and machinery are in a perfectly satisfactory condition. The cost of repair is trifling beside that of replacement; the trouble of getting them surveyed insignificant when compared with the frightful risk of being blown into fragments. The Chinese are not noted for being careful, but they are not so generally reckless as some persons imagine. They will overcrowd a launch or sampan to a degree highly dangerous for the sake of getting additional fares, but there is no proof that they are blind to the folly of working an engine at high pressure. The long immunity from serious accidents would seem to prove rather the reverse. Yet it is certain the Chinese cannot always be trusted, as many Europeans connected with shipping could easily prove. It would therefore be far wiser not to depend too much on the prudence or knowledge of a Chinese engineer, and as a measure of precaution the Authorities would do well to insist in the future upon periodical inspection of all launches, European or Chinese, whether engaged in the passenger traffic, in towing, or merely used for private amusement. The consequences of an explosion are such as nothing can rectify, for loss of life is almost inevitable, but a careful survey can efficiently safeguard the lives of those engaged or travelling in the launch.

Telegrams for Bangkok can go forward by mail closing at Singapore at 2 p.m., to-day, the 8th instant.

The E. & A. S. S. Co.'s steamer *Bowen*, Captain Craig, left Port Darwin on the 28th ultimo, and is due here to-day.

The E. & A. S. S. Co.'s steamer *Tannadice*, Captain Green, sailed from Sydney on the 4th instant, *viâ* Sandakan, and is due here on or about the 30th instant.

A Chinese fisherman at Cairns, in Queensland, was murdered by the blacks near that place in September last. The antipathy of the blacks to the Chinese is unaccountable.

The following telegram was received from Cape Bolinao yesterday morning by the Eastern Extension Telegraph Co.:—"Government still unable to work to any station beyond Bacolor."

We are informed by Messrs. Gibb, Livingston & Co. that the steamer *Killarney*, Captain O'Neill, which sailed from Foochow on the 12th ultimo, arrived at Sydney, N.S.W., on the 5th instant.

We note by late Australian papers that great dissatisfaction prevails at Cairns, in Queensland, in consequence of the Chinese being allowed to select sugar lands. Some of the planters at Maryborough are reported to be considering the advisability of importing Chinese labour.

According to Messrs. Thos. Watson & Co.'s tea circular, dated Calcutta, 10th October, the total export of tea from that port to the United Kingdom from 1st January to 30th September was 32,995,812 lbs. as against 29,247,035 lbs. in the same period last year, and 28,236,285 lbs. in the corresponding nine months of 1880.

Mr. A. P. Rudolphe, the billiard player, has arrived here from Singapore, and, we understand, will shortly give exhibitions of his skill at the clubs and hotels. His shots are described by the press of various places he has visited as being very wonderful. He won the champion cup at New York some years ago, and has a good record.

The inhabitants of the colony were very nearly having three more heavy items added to the list of the recent catastrophes which have taken place here. During the small hours of yesterday morning, a Sikh constable was passing along Wellington-street, when his attention was attracted by something blazing in the door of a house at the corner of Peel-street. He immediately went to the place and found a bundle of wool and rags soaked with kerosine oil in flames at the foot of the staircase, and a broken bottle, which had evidently contained the oil, and which must have been placed there by some miscreant with the intention of setting the house on fire. The constable promptly kicked the bundle out into the street, and stopped the flames before any material damage was done. A similar attempt was made about the same time at Wanchai on a Chinese house, and here also what would most likely have been a serious conflagration was nipped in the bud by the vigilance of the police. We are sorry to say that neither of the ruffians who attempted these dastardly acts has been arrested, and there seems but small chance of their ever being discovered. The other case does not so clearly indicate the work of an incendiary. Some boxes of matches were found ignited in a godown in Gilman's Bazaar. This was fortunately discovered before anything serious happened, but in a few moments, had it not been for this timely intervention, the store of matches would have been all blazing away. It is possible the burning boxes might have been ignited by an accidental fall.

The British steamer *Danube* leaves the Cosmopolitan dock to-day, the American ship *Ella S. Thayer* taking her place there. The British steamer *Consolation* went over to Kowloon to be docked yesterday.

The first of the heats in the match for the lawn tennis championship was played yesterday afternoon by Messrs. Bird and Van Buren. Bird won the first set, six games to four; Van Buren the second, six games to three; and Bird the third and final set, six games to two. Bird played a safe and steady game. Van Buren was considered by his friends to be playing not quite up to his usual style, but he made some very good back handed cuts, and also scored a number of points by the clever way in which he volleyed the balls.

A meeting of those who had entered their names as desiring to row in the forthcoming regatta was held at the Recreation Club yesterday evening. A ballot was taken for strokes, which resulted in the election of Messrs. Fisher, Angier, I. Hughes, Kultzan, and Denison. After those had chosen their crews a ballot was taken for boats. The result was as follows:—

SHAMROCK.	LEE.
Fisher (stroke.)	Angier (stroke.)
Rook.	Lane.
Falconer.	Lockhart.
Cottell.	E. W. Butler.

THISTLE.	ROSE.
Hughes (stroke.)	Kultzan (stroke.)
Lloyd.	Colpe.
Hart.	Loffmann.
Tomlin.	Prosch.

NEW BOAT (building.)
Denison (stroke.)
Mackean.
Parfitt.
Osborne.

As a sufficient number of names for coxswains had not been entered it was decided that they should be ballotted for hereafter. The number of crews this year is above the usual number, and altogether the prospects for the regatta of 1882 are good. The presence of so many Germans amongst the rowers raises the possibility of the International Cup being competed for by others than the representatives of England, Scotland, and Ireland. At a meeting of the Committee held after the general meeting yesterday it was decided to hold the regatta on Friday and Saturday, the 15th and 16th December.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 8th November.

EGYPTIAN AFFAIRS.

The Premier, in reply to a question in the House of Commons, said that Egypt would share the cost of the army of occupation subsequent to the suppression of the revolt. No fresh vote of credit will be asked for during the present session.

THE INSURRECTION IN THE SOUDAN.

The insurrection in the Soudan is extending. An Egyptian expedition is being prepared, three British officers accompanying it.

THE BUFFS AMATEUR DRAMATIC PERFORMANCES.

The Amateur Dramatic Corps of the Buffs made their first appearance before a Hongkong audience in performances given on Monday and yesterday evenings for the benefit of the widow and family of the late Mr. Boyd, Head Commissariat clerk. The performance last night was under the patronage of Their Excellencies the Administrator and Major-General Sargent, C.B., who were both present, together with Mrs. Marsh, Mrs. Willes, Miss Thornton, and Major Hamilton, A.D.C. The theatre was well filled on Monday with the members of the garrison; last night it was crowded with a fashionable audience. Those who had the pleasure of witnessing the performance will, we are sure, entertain a lively hope that they may have opportunities of seeing the Buffs Amateurs on many future occasions. The regiment includes a very considerable amount of dramatic talent, and with such an admirable band to assist in the musical part of the programme, any appearance the Amateurs may make on the stage cannot fail to be successful. On the present occasion the programme opened with Tom Taylor's well known farce, "A Blighted Being." Mr. B. Holme took the part of *Job Wort*, and a more complete presentment of a blighted being we never saw. The blight was in his clothes, in his face, in his manner, and in the man altogether. Mr. Holme displayed most undoubted histrionic talent, and was enthusiastically applauded. *Ned Spanker* was well represented by Capt. Newnham-Davis. The part of *Cumming*, the flunky, found an admirable exponent in Mr. H. Somerset, and Mr. V. Bunbury gave a capital representation of the lively and impecunious *O'Rafferty*. Mrs. Blake appeared as *Susan Spanker*, and filled the part most efficiently.

The farce, however, only served as an introductory dish on the bill of fare, the main item being "the very latest edition of the Lady of Lyons," H. J. Byron's burlesque extravaganza. The cast was a strong one; for each part an exponent had been found who seemed specially adapted for it. The mounting was good, the dresses suitable, and the supers made a gay crowd and a useful chorus. The piece abounds in puns of the most comical and atrocious character, and to make it more lively several smart local hits were introduced, some of which tickled the audience very considerably. The music for the numerous songs, duets, and choruses was specially arranged by Mr. H. Quinn, Bandmaster, and in each case the accompaniment was suited exactly, not only to the character of the song, but to the vocal power of the singer.

To take the cast in the order of the bill, the part of *Beauseant* (a bad lot) was taken by Lance-Corporal Bransgrove, who contrived to put on a sinister expression and looked and acted like a very bad lot indeed. Mr. B. Holme appeared to much advantage as *Colonel Damas* (a grand old man). *Deschapelles* (wholesale grocer) found an admirable exponent in Sergt. J. Desland. The part of *Claude Melnotte* (a very tragic youth) was taken by Capt. Newnham-Davis, who acted throughout with much humour and contributed in a very marked degree to the great success of the piece. The part is a rather trying one, and was sustained with much spirit and ability. Private Gardner took the part of *Gaspar* (a virtuous peasant). He was vivacious in his action and was loudly applauded for his song of "A jolly row upstairs." The part of the *Landlord of the Golden Lion* (a re-publican) was taken by Sergt. R. Pocock, who sang "A landlord's life is not a happy one" in good voice and excellent style, but a little more facial expression and a more complete merging of himself in the character he represented would have been an improvement in his performance taken as a whole. Sergt. J. Carden, as *the Family Porter* (always up), looked and acted the flunky to the life. The part of *Madame Deschapelles* (M. Deschapelles' good lady) was taken by Mrs. Blake. We have had the pleasure of seeing Mrs. Blake on the boards several times before, and sometimes have been able to award her only qualified praise, but on the present occasion she surpassed all her previous efforts and achieved quite a success. Lance-Corporal Bates gave a most complete burlesque of the part of *Pauline*, who was described in the bill as "A naughty heroine." He made his first appearance in a dress trimmed with very full sized sun-flowers and holding a lily in his hand. His face would pass very well for that of a gaunt young lady of the æsthetic school, and a falsetto voice completed the deception. In the closing scene, when the intended marriage with *Beauseant* is about to be celebrated, he appeared in correct bridal costume, including veil and bouquet. The chorus, introduced in this scene going to the tune of the once popular but now almost forgotten song "Be kind to the loved ones at home," had a very comically lugubrious effect. The most notable character in the piece was that of the *Widow Melnotte* (a love lorn creatur), which was taken by Mr. H. Somerset. This gentleman was irresistibly amusing throughout and at times perfectly side-splitting. His song of "We are a jolly family" quite brought down the house, and the audience on Monday night would have liked a repetition, but the management very wisely disallowed all encores. The duet between the *Widow Melnotte* and *Claude*, "Topics of the times" was another very funny affair. It was in this that most of the local hits were introduced. Another feature in the performance of Captain Newnham-Davis and Mr. Somerset was a comic drama. This took the fancy of the audience on Monday night immensely, and in this instance an exception had to be made in the rule as to the non-allowance of repeats.

The performance was a most decided success, and the curtain dropped amid a hearty round of applause last night. The performance of the Band was also very enjoyable, both the overture and the selection between the pieces being played in dashing style. There will, we imagine, judging by the crowded house last night, be a substantial sum realised for the charitable object for which the performance was given.

THE LOSS OF THE STEAMER "PALADIN."

The crew and passengers of the above named ill-fated vessel arrived in Hongkong yesterday morning from Hoihow by the steamer *Greyhound*, and we have been favoured with the following particulars as to her loss, and the saving of all souls on board, from the log book of the ship and otherwise:—The steamer *Paladin* left Saigon at 1.45 p.m. on the 18th inst., and at 10 p.m. Cape St. James bore North, about about 6 miles distant. There was then a pleasant breeze, but variable, and a cloudy sky. At 4 a.m. on the 19th the weather turned squally, but at sight the wind had fallen moderate, and there was a smooth sea. The wind remained light and variable throughout all that day up till midnight, and the sky was cloudy. At that time the breeze freshened, and there were squalls of wind and rain. In a short time the weather became calmer, and until 8 p.m. on the 21st, the wind was again light and variable. After that time squalls again setin, with the wind from the north where it remained till midnight, after which it went N. by W. and N.N.W., the squalls increasing in force and a rising sea, and by 3 a.m. there was a fresh gale blowing, and the sea increasing. The same state of things, with heavy squalls, continued up till 4 p.m. when the barometer was falling rapidly, and there was every indication of a typhoon coming on; the wind was still N.N.W. At 6 p.m. the barometer fell to 29.57, the wind had veered a little to N.W., and it became evident that a typhoon was coming on; the sea ran very high, and the steamer was labouring heavily, covering herself with water. The gale continued to increase, and the barometer fell still lower, and at 8.20 Captain Aubin had the vessel's head put to southward, and steamed in that direction. At 9.30 a heavy sea was shipped, which smashed the engine room skylight, flooded the engine room with water, and partly put out the fires. The skylight was at once battened down with new tarpaulin, and everything secured, but the ship became unmanageable on account of the partial extinguishing of the fires. Steam could not to got on her more than sufficient to just slowly turn the engines. The vessel then rolled heavily in the trough of the sea, the seas making a clean breach over her, and sweeping everything off the deck. The cabin skylight was smashed, and the cabin was filled with water, but no very serious damage was done to the steamer. The barometer had fallen to 29.35, which was the lowest it reached, and at 10 p.m. it began to show some indications of rising, but the force of the hurricane did not begin to mitigate, and the vessel continued to labour heavily and almost helplessly until about 11.30 p.m. At that time the violence of the storm commenced to abate, a change which was most thankfully welcomed, for the position of the vessel had become more perilous, her cargo having shifted to port, thus giving her a heavy list on that side. At midnight steam was got up, and Captain Aubin succeeded in keeping the vessel's head to the wind, and by and bye the immediate danger of the typhoon was at an end, as the storm continued gradually to abate, and the sea to moderate, whilst the barometer steadily rose. In the meantime the pumps were kept at work. On the 22nd there was a heavy gale with a high cross sea and the ship was labouring heavily. At three a.m. the ship's head was put to the north, and at four a.m. the wind moderated to a brisk gale, and the sea also became less turbulent. At eight a.m. the barometer was still steadily rising, and the wind had decreased to a moderate breeze, and the sea abated its violence gradually. During the forenoon the crew were employed in the hold in shifting the cargo which been displaced to windward, so as to right the ship. For the rest of the day the weather continued fair, with a pleasant breeze and a cloudy sky. Monday, the 23rd, broke with a light breeze and cloudy sky, and at 4 a.m., with beautiful weather and apparently in an open sea, the ship ran aground upon a sunken coral reef below the surface of the water at the north of the Paracels. This was a surprise to all on board, as by the course the vessel had been steering, she ought to have been nowhere near that place. No doubt a powerful current, caused by the typhoon, had carried her far out of her course and caused her to be driven upon the shoal. She should have passed 30 miles to the west of the Paracels by the Captain's reckoning, but she seems to have drifted away at an angle of 45 degrees. The captain had no idea he was in the vicinity of the shoal, and there was nothing to indicate it, the surface of the sea being clear until dead low water, when a few small rocks just showed themselves. The *Paladin* was steaming about six or seven knots an hour. She struck with no shock, but slid gently upon the shoal, and her grounding was only just barely felt. The engines were immediately stopped and reversed, but without moving the ship an inch. Soundings were taken round her, when 17 fathoms of water was found under the stern, 4½ fathoms on the port side forward, and 2½ along the starboard side from the bridge forward. Capt. Aubin had the boats swung out and got ready for use. All hands were turned out to jettison cargo from the forehold to lighten the ship, and the engines were kept going astern at intervals. The Chinese passengers readily assisted in the work, and did their best. All the cargo in the 'tween decks and lower hold was thrown overboard, and then the ship began to make a little water, but the lightening of the ship was still proceeded with. At three a.m. on the 24th it was found that there were eight feet of water in the sounding pipe, but for an hour longer all hands still worked hard at the cargo. By that time the water had risen to 12 feet, and the Captain, seeing that further efforts to save the ship must be futile, stopped jettisoning the cargo, and made every preparation for leaving her and making for land in the boats, no other vessel having come in sight. Thus, after getting through the typhoon safely, Captain Aubin had to leave his steamer on the bank, having laboured manfully for a day and half to get her off. At 7.30 the passengers and crew, numbering 55 in all, got into the boats, and made sail for the coast of Hainan, distant about 125 miles from the shoal in a straight line. At that time the ship seemed likely to break in two, as she hung amidships on the rock, and the forehold was completely full of water.

Four out of the six boats were used, and these ran fast before a good stiff gale of wind from the N.E. over a heavy sea. Much water was shipped, and the provisions were spoiled, but the boats went along in fine style, and reached their destination on about 36 hours. They did not all keep together, but landed in different part of the coast, the two most distant boats being about 30 miles apart. The shipwrecked people were wet, miserable, and half famished when they landed, their provisions having been all spoiled by the water which got into the boats, and they themselves worn out by their hardships. We are glad to say that they met with different treatment than often falls to the lot of shipwrecked men in these seas. The natives, though evidently very poor, treated them with great kindness, giving them what food they had at command—rice and fish—and were content with a very moderate remuneration, and in some cases declined to accept any. There was no plundering or violence done during the whole of the time the shipwrecked people were about the shore, and only a few things were lost by petty pilfering. A Chinese gunboat, the *Sui-tsing*, Captain Calder, seems to have been apprised of the wreck, and of the whereabouts of the crew and passengers, and she was making for the place, but for a time was prevented from rounding the point by bad weather, and had turned into Gialong Bay for the night, when the second mate with the rest of those who were landed in his boat discovered her. The whole party proceeded on foot to the bay, and were taken on board the gunboat, after a stay of six days on the coast. These days were not spent idly, as the different boats' crews were on the alert, cruising about, and passing along the shore, looking out for any vessel that might come in sight. Captain Aubin had also made arrangements with three junks to take the whole party to Hoihow, but this scheme was abandoned after the tidings reached him of the vicinity of the gunboat. They were on board the gunboat three days, and again we have much pleasure in giving publicity to the testimony of the shipwrecked people, as to the great kindness and courtesy with which they were treated by the captain, officers, and all on board the vessel. Every consideration was shown them, and they were conveyed to Hoihow. From thence the whole party were brought to Hongkong by the steamer *Greyhound*, but little the worse, physically, for their stirring adventures.

The ship must have broken up with the strong wind which set in, and is with the cargo undoubtedly an utter loss.

The typhoon was no doubt the same one which passed over Manila, and the *Paladin* experienced its full force.

A court of inquiry on the loss of the vessel will be held at the Harbour Master's office in a day or two.

SHOCKING SUICIDE AT THE TEMPERANCE HALL.

Another horrible and sensational event occurred in this colony yesterday morning, a man living at the Temperance Hall having in a most cool and deliberate manner shot himself through the head with a revolver. The man, who gave his name out to be Thomas Gray, had been living at the Temperance Hall since the 2nd inst. He seems have been an utter stranger in the colony, as we have been able to hear of no one who has had more than a casual acquaintance with him. He has stated that he lived at the Stag Hotel for a short time before he went to the Temperance Hall, but this is denied, we understand, and nothing seems to be known of the man saving what he has himself casually spoken of to men with whom he has been in contact at the Temperance Hall. These conversations tend to show that Gray, if such be his name, had had a most chequered career, having served for 15 years in the United States navy as a petty officer, been a gold digger, also a silver miner in Nevada, a stoker, an engine driver, and almost everything it was possible for him to put his hand to. He has evidently been used to the rough kind of American life, and had acquired the habit so common among his class, of carrying a revolver, which it is stated he was never without. He has also stated that he had lived some time in Amoy, where he purchased a junk, and sent it to Corea as a speculation in the way of trade, but the junk was seized and held by the authorities and there was no Consul of his nationality to protect him. Mention was also made by him of having had some speculation with a Chinaman which fell through on account of a disagreement. According to his own account also he had been a heavy drinker, and he has been heard to boast of his power of resisting the effects of drink. He had from time to time within the last few days stated his intention to shoot himself, and on the night before his death he smuggled a bottle of whiskey into his room and shared it with a select party, apparently in as good spirits as anyone there. He again said he intended to shoot himself and repeated the observation to another lodger whom he called into his room. He was then sober and perfectly rational according to all accounts, but the next morning he was found dead in the bowling alley. He had evidently gone methodically to work, having taken his counterpane and two pillows from his bed, and laid them on the floor, and he must have shot himself lying down, with his head on the pillows, in which position he was found shot through his head, his forehead being blackened and burnt by the powder. Death must have been almost instantaneous.

An inquest was held on the body yesterday afternoon at the Civil Hospital, before the Coroner, Mr. H. E. Wodehouse, and a jury composed of Messrs. R. J. dos Remedios, H. J. Polishwalla, and N. J. Gomes.

The following evidence was taken.

Dr. Marques said the body of the deceased was brought to the Civil Hospital at 8 a.m. yesterday morning, being that of a European 45 years of age. He was a well built man in a healthy condition. In the forehead there was a large bullet wound, lacerating the frontal muscles; a large quantity of blood came from the wound. The bullet penetrated through, and was lodged in the back part of the head. Death was caused by injury to the brain. A large portion of the skin of the forehead was burned, and covered with gunpowder, showing that a firearm must have been discharged very close to the head. The bullet, which witness extracted from under the skin at the back of the head, appeared to be that of a revolver.

Edward Carey, engineer, at present unemployed, and lately of the steamer *Douglas*, said he was residing in the Temperance Hall. He had known the deceased four or five days, from the time he first came to the Temperance Hall. He told him he had been in the United States navy as a first class petty officer for 15 years, and had been a gold digger, and in numerous other lines of life, a stoker, engine driver, digger in the Nevada silver mines, and other things. At 6.15 yesterday morning witness got out of bed and looked for the deceased in the hall, expecting to find him. He wanted to ask him to have a drink. He was usually up at that time, but witness could not then find him. He searched around the building, and as he was passing the bowling alley, he saw a man lying at the far end, and he thought perhaps the deceased had made his bed there, as it was a nice cool place. He went towards the man, and he found it was Gray, who lay stretched at full length on his back, with his legs crossed, his arms stretched out, and the "bull dog" revolver produced lying on his chest. A candle in a candlestick was by his side, but was not then alight. The deceased was lying on his bed quilt with two pillows under his head. Witness noticed that one of the deceased's eyes seemed blackened and bleared. He put his hand on the deceased's heart, and detecting no pulsation, he became alarmed and called for aid, upon which the manager and others came down, and it was found that the deceased had shot himself. The police were sent for, and the deceased was removed. A large quantity of blood poured from the wound when he was lifted up. The body was then cold. Having known the deceased only a short time, witness could not say what induced him to take his own life. He seemed perfectly well the night before, and in good spirits. They had got a bottle of whiskey quietly into the place, and were sitting in the deceased's room drinking it and talking and laughing. They had all been drinking during the day as they had been knocking about the town, and when they went to bed none were quite sober. The deceased was not drunk and witness thought he was the most sober man in the party. The deceased "stood treat" to the whiskey. Witness had never seen the deceased drunk during the time he had known him; he was a man who could stand a good deal. The manager was not aware that they had the whiskey and it was not allowed in the hall. Witness had more than once heard the deceased say he would shoot himself, and he said so on the night they were drinking together. He gave no reason for the remark nor mentioned any time at which he was going to commit the act, and witness could not say how the remark arose, he attached no importance to the observation. The deceased always carried a revolver slung round his body.

John O'Donnell, an American subject, lately a tide waiter in the Chinese Customs at Canton, and now out of employment, said he had known the deceased since the date of his first coming to the Temperance Hall. He was with the deceased on Monday evening at about half past ten or eleven o'clock. The deceased came to his room after he had gone in, and said he wanted to have a private conversation with witness, who thereupon went him to his room. He talked in a rambling sort of way, and said he should shoot himself. Witness said, "All right, go ahead if you think it will do you any good, but at the same time it is a very foolish thing." The man was perfectly sober at the time and was talking "good square sense" all the time—about twenty minutes. Witness advised the deceased to sleep over the matter and see if he did not change his mind in the morning, also remarking that it was a stupid thing to do. He then went to bed. He had never seen the deceased take any liquor, nor had he seen him the worse for drink. About half-past five yesterday morning, witness had just woke up, when he heard a report like that of a pistol. It immediately struck him that the "old man" had shot himself, but he did not get up to see as he was too sleepy. Witness could give no reason for the deceased committing the act. The deceased had told witness he was 47 years of age, but he had told others he was 53. Witness believed the former was the correct age.

Mr. H. L. Stringer, manager of the Temperance Hall said the deceased came to him on the 1st instant and asked for accomodation. He said he was an engineer out of employment, and he had money at the "Stag Hotel." He took up his residence there the next day, and he paid $30 in advance. He gave the name of Thomas Gray, and he remained at the Hall till his death. He always appeared perfectly rational, and witness never saw him the worse for drink, nor had he heard the man threaten to shoot himself. Witness corroborated the other men's account of the deceased's position when found dead.

Inspector Fleming gave evidence to a report being made of the death of deceased at No. 2 Station, and also of the removal of the body, which was in the position described, to the Hospital. He had learned that the deceased was in the habit of boasting of the amount he could drink, and he was believed to be a heavy drinker.

The jury returned a verdict of *felo de se*.

FATAL FALL OF A HOUSE.

TWELVE PERSONS BURIED.

We have to record the occurrence of another lamentable and fatal catastrophe in this colony, in the falling of part of one of the houses partly consumed by fire on Sunday, thereby causing the death of two men, and injuries more or less severe to ten others. It will be remembered that at the fire on Sunday in Hollywood Road, three houses were completely gutted by the conflagration, and three others lower down the street were also affected by the flames at the back. The three houses which were most burnt are tall houses with a third floor standing above the roofs of the adjoining houses lower down the street. Nearly all the walls of these three houses were left standing after the conflagration had subsided, but all were rendered exceedingly weak and shaky by the action of the fire and water, the wretched mortar which the Chinese use being brought into a condition of dust. The next house to the three, though a good deal burnt at the back, was yet habitable, and in the condition of that house itself there was no great danger to the occupants. There was a danger, however, which appears to have been overlooked, viz. of the tottering walls of the upper storey of the lower of the tall houses falling upon the roof of this house. The inhabitants of the latter house—part opium divan and part coolie house—seem not to have apprehended any danger of this kind, and went to sleep in the house as usual. At about one a.m. yesterday morning, the wall of the upper storey of the next house, which was in a most shaky state, with somewhat of a list towards this opium house, fell with a great crash, and a large portion of it descended upon the roof of the latter at the back, smashing it through instantly, and the mass of *débris* crashed through both floors carrying inmates and everything with it to the ground floor. The front part of the house escaped the avalanche; and those sleeping there were uninjured. The cries of those buried in the ruins soon brought help to them, and five men were speedily extricated and sent to the Tung Wah Hospital, where it was found that four of them were suffering from broken limbs, fractured ribs, &c., but it is hoped that none of the cases will end fatally. The fifth man was but slightly hurt, and was discharged at the time. Five others were got out with more labour and after the removal of a pretty considerable amount of the rubbish. These five were sent to the Civil Hospital, suffering from much the same kind of injuries as those under treatment at the Tung Wah. Several of the poor fellows are severely injured, but fatal results are not at present anticipated in any case. Two more were still reported as missing, and coolies were set to work under the direction of Mr. Neate to remove the rubbish in the house. The work could not be got on with as rapidly as could have been wished as there was much danger from the side wall of the next house, which had bulged at the lower part, and threatened to come down every moment. This had to be roughly shored up, before the *débris* could be all removed, and it was not till nearly noon that one of the missing Chinamen was found. He was discovered within about a foot of the ground, doubled up under rubbish, of course quite dead, and with his face much distorted. The last body was not got out until between three and four o'clock, when nearly the whole of the *débris* had been got out. It was quite at the back, and on the ground. Both bodies were removed to the Civil Hospital.

The occupants of the other injured houses have been ordered out, and vigorous steps are now being taken to remove the danger caused by the other walls of the three tall houses, which are all in a ricketty and extremely unsafe condition. By yesterday evening a scaffolding had been got up in front of them, and no doubt it will not be long before they are demolished.

An inquest was opened upon the two bodies in the afternoon at the Civil Hospital by the Coroner, and Messrs. R. J. dos Remedios, H. J. Polishwalla, and N. J. Gomes as jury.

Dr. Marques said he had examined the two bodies, which were brought to the hospital, one at about noon, and one at about three p.m. The first was that of a Chinaman about 33 years of age. The left foot was fractured, some ribs were broken and both eyes and lips were injected with venous blood. The tongue protruded, there were livid patches over the body, which was covered with earth, and he was of opinion that death was caused by suffocation. The other body was that of a man, poorly nourished, about 25 years of age. It was covered with earth, and presented in a minor degree the signs of suffocation.

Chow Yik, a second quality opium dealer, of the Tung Fat shop in Hollywood-road—the house in question—said he had seen the deceased, whose name was Tan Awan, a rice pounder, and who resided in the same house. The second body was that of a man named Ho Ahun, formerly a blacksmith, but lately a jinrickshs coolie, who also resided in the house. At 1.30 yesterday morning witness was sleeping on his bed, when the wall of the adjoining house fell upon the roof of his house, which was lower, breaking through the roof and going through both the floors at the back of the house, to the ground. Witness was sleeping in the front part of the house, which did not fall, but some of the *débris fell upon him*, and hurt his foot. The deceased slept on the same floor at the back, and the falling materials must have fallen upon them, and carried them through that floor to the ground floor. There were eleven or twelve men sleeping on the floor at the time. All the rest had been got out more or less injured, and these two were the only ones killed. When the wall fell they all cried out for help, and the police came to the spot, and at once got to work to rescue all they could.

The inquest was then adjourned till this afternoon, and the Coroner and jury proceeded to view the scene of the catastrophe.

Mr. C. V. Creagh, the Superintendent of the Fire Brigade, was present during the proceedings.

CELESTIAL JOTTINGS.

Already come complaints from Causeway Bay. The space within the new breakwater is so cramped and narrow that the boats damage each other by coming into collision. The original idea as proposed to Sir Arthur Kennedy by a resident should have been adhered to, which would have given the Colony a magnificent sheltered basin in which the largest junks might have lain in safety. This proposal was to extend a strongly constructed breakwater from the Whitfeild Police Station to the neighbourhood of Kellet's Island. The Chinese junk and boat owners and merchants would have largely contributed to such a scheme, which the present half-and-half measure now perhaps renders impossible to carry out.

Since writing on the subject a few weeks ago, I have again seen Hakka grass cutters in the

ance Companies, send all such information to the only department that is prepared to deal with it? Captains of steamers do not do so because when they once know of the danger they are careless of the rest and probably only inform their own company. Harbour masters usually post up news that is given them in writing but do not specially seek after it. It has been our custom to acquaint the consuls of the nearest port to the danger, to publish the notice in the *Government Gazette* of Hongkong, or in one of the widely circulated papers of Shanghai or Yokohama.

As a rule other papers copy such notices from the *Gazette* and from one another.

But not only should Harbour-Masters' offices be provided with a large notice board, but I would also recommend that they should keep in their offices a complete set of Charts connected with the station, and corrected by themselves, and accessible to all captains of vessels. The corrections made by surveying vessels and in fact all trustworthy information should be entered in red ink, which will readily meet the eye when comparing Charts.

Doubtful information, requiring caution until further investigation, should be entered in pencil. When a certain danger has lain in the track of vessels of some particular company, we have usually sent them an extra notice so as to prevent accident before general promulgation; thus a few years back we were in continual communication with Messrs. Douglas Lapraik & Co., and received some valuable information from their captains.

On our next passage to Hongkong we shall have two more rocks to search for, but provided we had received all the information that has probably transpired since our last clearance of reported dangers there would probably be thrice that number.

The passage used by the steamer *Hongkong* is unsurveyed and more rocks may exist; but it is improbable that there are any more in Mid Channel, for it has been freely used of late. I feel sure that all persons connected with the safe passage of merchant vessels in China will do well to see that all Hydrographic information be immediately forwarded to the vessel especially detached by the Admiralty for the survey of Chinese Waters, and I hope that your giving publicity to this letter will induce them to do so in future.

ALFRED CARPENTER,
Lieutenant in Charge of China Survey.

H.M.S. *Magpie*,
Korea, 20th October, 1882.

JAVA.

By last accounts cholera was still prevalent at Batavia and elsewhere in Java, and had again become epidemic at Padang.

Under date 22nd Sept., the Achoen correspondent of the Sumatra *Courant* reports that in the previous week the marauders had been unusually quiet, owing it was said to the ravages of cholera among the villages inland, the Achinese dying of it like flies. Among the troops at and around Kotta Rajah it was also prevailing epidemically, but the European residents at Olehleh have so far been exempt therefrom.

The Samarang *Vaderland* of the 27th September reports that the company of Dutch capitalists who have undertaken to open up for trade and industry the 32 islands in the Malaccas known as the Bahian group, has a promising future before it. This company began operations on the 1st January last. Since then, a fishing village there, fixed upon as headquarters, has been transformed into a town with hospital, warehouses, &c., and 5,000 piculs of dammar have been collected for export this year to Europe, valued at 150,000 guilders. This gum will for the present be the principal export article therefrom, the quantity available being so great that the company counts upon being able to export from the 1st January next 2,000 piculs of dammar per month at the price of 80 guilders each, thus representing a value of 720,000 guilders a year. Even at this rate, it is said that years will elapse before the old stock can be cleared away, Nature meanwhile accumulating fresh supplies. The second product of importance is sago, which can be had for the mere taking, trees yielding this article forming extensive forests. Next year the company intend to lay out coffee, cocoa, and clove plantations, with coolies from Java, the Islanders, from their fowness and laziness, being unavailable for labour.—*Straits Times.*

DESPERATE STRUGGLE WITH A BOA CONSTRICTOR AT SINGAPORE.

"M." writes as follows to the *Singapore Times* on the 28th ult.:—

On Sunday morning last (the 22nd October), our island was the scene of one of the most daring feats of ancient or modern heroism, the particulars of which, gleaned from the modest hero, are as follows, nearly in his own words:—

"On Sunday morning the Peon (of the Museum attached to the Raffles Institute) came and informed me that the serpent had escaped from his cage. [The serpent in question was one of the largest of his terrible tribe, the boa constrictor, measuring about 22 feet in length and of proportionate width, and had been sent in some week or two previously by His Highness the Maharajah of Johore.] I hurried over to the Museum," continued the brave narrator, "and saw that the serpent was off sure enough, although I had previously added, for greater security, extra lashings of galvanized iron wire to the strong cage in which he was confined. I at once went in search, and found the animal coiled up between a heavy cupboard and the wall, in my workshop, his weight against the cupboard leaving it partly toppling over. The snake had his head erect when I discovered him, but on his seeing me, he immediately lowered it amongst the coils and raised his other extremity, with which the animal grasps its prey. I feared that if I did not secure the python at once, he would probably escape, and so prepared for the desperate struggle. I went and took a little brandy and then felt strong, and returned to the hiding place of the reptile, first removing everything that might be in the way during the struggle, as I determined either to recapture or kill him. I stepped in at once, all being clear, and seized the python by one of his coils (about as thick as a man's leg) and dragged him out from behind the cupboard, when he immediately raised his head, and with distended jaws, enough to take in a man's head easily, was about to strike, when I let go his body and grappled with him by the throat to prevent his biting. Whilst I was thus engaged with his head I felt the deadly coil going on around my legs, and then called on a Native who was standing in the room, to throw the contents of a bottle of carbolic acid, which was on a table, down the serpent's throat; but the man was too terrified to approach, as the serpent glared furiously at him whenever he attempted to do so. As the folds about my leg were tightening, I dashed the head backwards from me, and seizing the tail, had it uncoiled instantly, just in time to rise and again catch the infuriate monster by the throat as he was aiming another bite. I again dashed back his head violently, and he then bolted along the workshop, for the open air as I thought, but he took refuge in a little closet near the entrance. I felt now that I must conquer him, and following into the closet seized him again by the safest part, the neck, and tried to drag him out; he struggled fiercely this time, leaving large pieces of his skin behind, and nearly succeeded in again coiling me, but I managed to drag him out, and snatching the bottle, popped the carbolic acid into his jaws. This settled him; death was instantaneous; and when I cast away the head from me for the last time, he was harmless enough."

"There's bluster," said the smiling and modest hero, Mr. Fernandis, Naturalist to the Museum, pointing to the "late residence" of his monster foe, occupying three sides of a workshop table; "and all that I got in the skirmish was these burns from the carbolic acid, which splashed on my arm whilst pouring it down his throat;" and I was glad to see that the wounds, although severe, were not dangerous.

After hearing the story, and making some remark that if I had been in his place I should have shown a clean pair of heels, &c., the *naivette* remark was suggestive of the simple bravery of the hero; "But what would the Maharajah say?"

Thames-Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] [631

COMMERCIAL INTELLIGENCE.

TUESDAY, 7th November.

EXPORT CARGO.

Per steamship *Peiho*, for Continent—3,204 bales silk, 449 bales waste silk, 34 bales cocoons, 54 cases silks, 5 cases silkworm eggs, 9844 chests tea, 581 packages sundries. For London—337 bales silk, 23 bales waste silk, 2 cases silks, 842 packages tea, 632 packages sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/8½
Bank Bills, at 30 days' sight...3/8½
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight...3/9½
Documentary Bills, at 4 months' sight.....3/9½

ON PARIS.—
Bank Bills, on demand.....4.65
Credits, at 4 months' sight.....4.75

ON BOMBAY.—Bank, 3 days' sight 223½

ON CALCUTTA.—Bank, 3 days' sight 223½

ON SHANGHAI.—
Bank, sight.....72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares—147 per cent. premium.

Union Insurance Society of Canton, Limited—$1,700 per share.

China Traders' Insurance Company's Shares—$1,550 per share.

North China Insurance—Tls. 1,325 per share.

Yangtsze Insurance Association—Tls. 850 per share.

Chinese Insurance Company, Limited—$232½ per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$100 per share.

Hongkong Fire Insurance Company's Shares—$1,065 per share.

China Fire Insurance Company's Shares—$340 per share.

Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$32 per share, premium.

Indo-China Steam Navigation Co.'s Shares—7 per cent. discount.

Hongkong Gas Company's Shares—$32 per share.

Hongkong Hotel Company's Shares—$107 per share.

China Sugar Refining Company, Limited—$195 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—$104 per share.

Hongkong Ice Company's Shares—$161 per share.

Hongkong and China Bakery Company, Limited—$65 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—2½ per cent. prem.

HONGKONG TEMPERATURE.

FROM OFFICIAL OBSERVATIONS AT THE REGISTRAR GENERAL'S OFFICE.

November 7th.

Barometer—9 A.M.	30.076
Barometer—1 P.M.	30.022
Barometer—3 P.M.	30.00
Thermometer—9 A.M.	74
Thermometer—1 P.M.	78
Thermometer—3 P.M.	78
Thermometer—9 A.M. (Wet bulb)	68
Thermometer—1 P.M. (Wet bulb)	70
Thermometer—3 P.M. (Wet bulb)	70
Thermometer—Maximum	78
Thermometer—Minimum (over night)	68

CHINA COAST METEOROLOGICAL REGISTER.

November 7th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4½ P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4½ P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4½ P.M.	SHANGHAI. On date at 10 A.M.	MANILA. On date at 10 A.M.	MANILA. On date at 4½ P.M.
Barometer	29.97	30.04	29.94	30.00	30.17	30.30	—	—
Thermometer attached	77.5	76.5	81.0	76.0	67.5	61.5	—	—
Direction of Wind	N	NNE	NE	NE	E	NE	—	—
Force	3	5	2.4	1.2	3	3	—	—
Dry Thermometer	77.0	75.5	81.0	76.0	67.0	61.0	—	—
Wet Thermometer	70.0	65.5	71.0	70.0	61.0	58.0	—	—
Weather	b.c.	c.m.	o.c.	o.c.	b.h.	b.c.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER in degrees of Fahrenheit's scale.

DIRECTION OF WIND is recorded according to the 32 points of the compass.

FORCE OF WIND is recorded according to Beaufort's scale, 0 to 6 calm, 7 to 8 light breeze, 9 to 10 fresh breeze, 11 to 12 strong, 13 to 14 fresh gale, 15 to 16 strong gale, 17 to 18 hurricane.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. G. Gloomy. F. Fog. D. Drizzling rain. R. Rain. S. Showery. T. Thunder. H. Hail. L. Lightening. P. Piteous appearance of sky. Q. Squally. U. Unusual appearance of sky. V. Volcanic storm. W. Waterspout. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (commencing at 4½ P.M.) and the quantity of rain fallen are entered in inches and hundredths.

INTIMATIONS.

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For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

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MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [1046

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NORTON & Co., Agents.
Hongkong, 20th May, 1881. [8

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HO SHEN CHEE, Secretary.
Head Office, Hankow Road, Shanghai, 1st June, 1882. [1092

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IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
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FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, NEW CALEDONIA, AND FIJI.)
THE Eastern and Australian Steamship Company's Steamer "CATTERTHUN," Captain J. Miller, will be despatched as above TO-DAY, the 8th November, at THREE P.M.
Parcels (all of which must be sent to our Office) will be received until 4 P.M., of 7th instant. Contents and Value of the packages are required.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 1st November, 1882. [1921

FOR SHANGHAI.
THE Steamship "NINGPO," Captain R. Cass, will be despatched for the above Port, TO-DAY, the 8th instant, at FOUR P.M.
For Freight or Passage, apply to SIEMSSEN & Co.
Hongkong, 6th November, 1882. [2038

FOR SWATOW AND BANGKOK.
THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
THE Company's Steamship "DANUBE," Captain Newton, will be despatched for the above Ports, TO-MORROW, the 9th instant, at FOUR P.M.
For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, 7th November, 1882. [2039

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO, (Passing through the INLAND SEA).
THE P. & O. S. N. Co.'s Steamship "BANGALORE" will leave for the above places, on FRIDAY, the 17th November, at TWELVE (NOON) O'CLOCK.
A. McIVER, Superintendent.
Hongkong, 6th November, 1882.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE and BRISBANE. Taking through Cargo for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA, and FIJI) VIA SINGAPORE.
THE Steamer "HUNGARIAN," Captain Alison, will be despatched as above on TUESDAY, the 28th instant, at FOUR P.M.
For Freight or Passage, apply to GEO. R. STEVENS & Co.
Hongkong, 6th November, 1882. [2035

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.
THE Steamship "GORDON CASTLE," Waring, Commander, expected here on or about the 6th instant, will have immediate despatch for the above Port.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 3rd November, 1882. [2003

SHIRE LINE OF STEAMERS.
FOR YOKOHAMA AND HIOGO.
THE Steamship "BRECONSHIRE," Williams, Commander, expected here on or about the 6th instant, will have immediate despatch for the above Ports.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 3rd November, 1882. [2024

SHIRE LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
(Taking Cargo at through rates for NEW YORK and HAMBURG.)
THE Steamship "CARNARVONSHIRE," Patrick, Commander, will be despatched for the above Port, on or about the 15th November.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong 31st October, 1882. [1809

FOR SINGAPORE, LONDON, AND HAMBURG, VIA SUEZ CANAL.
THE Steamship "MASSALIA," Captain Schultz, will be despatched for the above Ports, on or about the 10th instant.
For Freight or Passage, apply to SIEMSSEN & Co., Agents.
Hongkong, 1st November, 1882. [2013

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship "BRINDISI," will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 2nd November, 1882.

FOR NEW YORK.
THE 3/3 L. I. I. American Ship "PHINEAS PENDLETON," Laflin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 16th October, 1882. [1923

FOR HAMBURG, DIRECT.
THE 3/3 L I I German Bark "CARMELITA & IDA," Kotels, Master, shortly expected here, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, apply to CARLOWITZ & Co.
Hongkong, 26th October, 1882. [1978

FOR NEW YORK.
THE 3/3 L. I. I. American Barque "ANTIOCH," J. Hemingway, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to ADAMSON, BELL & Co.
Hongkong, 9th October, 1882. [1876

VESSELS ON THE BERTH.

FOR SAN FRANCISCO.
THE 100 A 1 British Ship "ROCKHURST," Bulford, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong 14th September 1882. [1733

FOR SAN FRANCISCO.
THE A 1 British Ship "RUTHIN," Monkman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 21st September, 1882. [1780

FOR HAMBURG AND LONDON.
THE A 1 British Ship "LOTHAIR," Boulton, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co.
Hongkong, 27th September, 1882. [1818

FOR SALE.
THE American Steamer "INGEBORG," 489 tons Register, Classed 3/3 L. I. I. in Veritas, and built at Gothenburg in 1873.
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Hongkong, 30th September, 1882. [1830

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LORMONT.
$5.....per case of 1 dozen quarts.
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SIEMSSEN & Co.
Hongkong, 26th March, 1881. [24

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CHAMPAGNE, 1874, HEIDSIECK & Co.'s MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c., Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OF MEETINGS OF COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 1877.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

CARLTON WHISKEY, ELEVEN YEARS OLD, and FIVE YEARS OLD
These Grand OLD SCOTCH WHISKIES are shipped only by RICHARD MATHEWS & COMPANY, of London and Inverness, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, are in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Fusil Oil or other noxious impurities.
The following Letter has been received from the Secretary of the "CARLTON" CLUB.
CARLTON CLUB, Dec. 20, 1875.
Messrs. R. MATHEWS & Co.
GENTLEMEN,—In reply to your inquiry as to whether the Whiskey you are supplying to this Club is approved by the Members, the best answer I can give is that the consumption of this Whiskey in the Club has GREATLY INCREASED since it has been supplied by your firm. There can be no doubt whatever about the Whiskey being MOST EXCELLENT. It is Old and Soft, and I may safely say that it is much approved by the Members.
Yours obediently,
W. GRIFFIN SUTTON, Secretary.
CAUTION.
It has come to the knowledge of the Shippers of the "CARLTON" WHISKIES, that the empty Bottles have been dishonestly refilled with the poisonous trash very often sold in China under the name of Whiskey, this is therefore to caution consumers to CAREFULLY EXAMINE the CORKS and CAPSULES to see they have not been tampered with; also that the Corks, Capsules, and Labels are branded with their Trade Mark.
For Prices and Terms, apply to CUTLER, PALMER & Co., Agents for China.
Shippers: RICHARD MATHEWS & Co., "CARLTON" WHISKEY Merchants, London.
[1446

KEATING'S BONBONS OR WORM TABLETS,
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1716

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 8th November, at THREE P.M., to be followed by the steamer "BELGIC" on WEDNESDAY, the 22nd instant, at THREE P.M.
Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 20th October, 1882.

MITSU BISHI MAIL STEAMSHIP CO.
STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.
(Taking Cargo for YOKOHAMA and VLADIVOSTOCK.)
THE "NIIGATA-MARU," Captain WYNN, due here on or about the 5th inst., will be despatched as above on FRIDAY, the 10th November, at 4 P.M.
Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.
No Bill of Lading signed under $2 Freight.
All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.
Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock at Nagasaki.
For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.
H. J. H. TRIPP, Agent.
Hongkong, 2nd November, 1882.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GWALIOR," Captain M. de Horne, with Her Majesty's Mails, will be despatched from this for LONDON, viâ BOMBAY and SUEZ CANAL, on TUESDAY, the 14th November, at FOUR P.M.
Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.
Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, Superintendent.
Hongkong, 2nd November, 1882.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ANNA, Ger. bark, W. Jessen.—Wieler & Co.
ANNA SIEBEN, Ger. bark, A. Paulsen.—Wieler & Co.
AGNES MUIR, Brit. bark, J. Lowe.—Gibb, Livingston & Co.
ARRATOON APCAR, Brit. str., A. B. Macnavish.—D. Sassoon, Sons & Co.
DANUBE, British steamer, Jordan.—Yuen Fat Hong.
DURHAM, British steamer, Geo. Huddy.
ERIN'S ISLE, Brit. ship, J. Fleming.—Gibb, Livingston & Co.
J. HARKNESS, Am. bark, Amsbury.—Adamson, Bell & Co.
MARINA, British bark, Laughlois.—Adamson,

EXTRACTS.

FOUR FEET ON A FENDER.

It is anthracite coal, and the fender is low
Steel-barred is the grate—and the tiles
Hand-painted in figures—the one at the top
Is a Japanese lady who smiles.
There's an ormolu clock on the mantel; above
Is a masterpiece: *fecit Gerôme*:
On the fender four feet—my young wife's feet and mine,
Trimly shod, in a row, and—at home.

My slippers are broidered of velvet and silk—
The work of her fingers before
We stood at the altar. To have them made up
Cost me just a round five dollars more
Than a new pair had cost at my bootmaker's shop;
But each stitch was a token of love,
And *she* never shall know.—Ah, how easy they are
On their perch the steel fender above.—

* * * *

The course of some true loves, at least, runs not smooth;
And I'm glad that 'tis so when I see
The trim, dainty feet in the red slippers there,
Which belong to my lady and me!
Two short months ago in this snug little room
I sat in this soft-cushioned seat;
No companion was near save my pipe. Now, behold
On the polished steel fender four feet!

Let them prate of the happiness Paradise yields
To the Moslem—the raptures that thrill
The soul of the Hindu whom Juggernaut takes—
To the bliss of Gan-Eden! and still
I'll believe that no gladness that man has conceived
Can compare to the tranquillised state
That springs from two small feet alongside one's own,
On the fender in front of his grate.

ENVOI.

In vain the illusion! The trim feet are gone—
They pass by my door every day—
Yet they stop not nor tarry, but swiftly pass on—
Nor can I persuade them to stay.
And a bachelor's dreams are but dreams at the best,
Be they never so fond or so sweet,
The anthracite blaze has burned low; and behold
On the fender two lonesome old feet!

—*The Century.*

WHAT HE SAID.

"Jennie darling," he said, as they sat cozily side by side in the big old-fashioned chair, "my sweet girl"—and the fire crackled and blazed, and snapped its lively glances of light out in the darkening room; "my dearest one"—and the fitful shadow came and went in the apartment, making grotesque figures upon its handsome walls; "light of my life"—and her pretty head nestled confidingly against his manly vest, through whose folds the beating of his tender heart was audible; "my beacon light"—and he pressed in his honest palm her little hand—oh, so little!—as he said, "my little pet;" and outside the wind blew fierce, while dashing rain smote hard against the pane, heightening the peaceful influence of the glowing grate; "my own dear girl"—and the tremor in his voice was born of purest love—"my guiding star;" he said—he said—well, blest if we know what else he did say, but it was enough. With a woman's intuition she knew his meaning, and she scoped him in at once.

PARTING WITH THE FAMILY PET.

The other morning, says the *San Francisco Post*, while the proprietor of the approaching circus and menagerie was picking his teeth in front of the Russ House, a tall, sunburned, bald-headed man with pine burs in his clothes and a stick of sassafras in his mouth, approached and said—"Be you the wild-animal-man, mister?" The proprietor of the circus admitted that such was the fact. "Then," proceeded the man from the mountains, "I think I'll get you to make me an offer for a large-sized California lion I've got." "Good specimen, eh?" asked the circus man. "Good! Well, I should say so. Measures eleven feet from the tip of his nose to the tip of his tail. Caught him myself when a cub. Just four years old tomorrow." "Hum—good appetite?" "Appetite? Great Scott—appetite? Well, I should smile—that's just the why I'm parting with Jay—I call him Jay Gould because he takes everything in. If it wasn't for his appetite, and the queer little things it makes him do, I wouldn't part with Gould for a fortune." "Savage, eh?" "Well, no, I don't know as I should call Jay savage exactly—sorter niblish though he may be. Has a kinder habit of gnawing up things, so to speak. In fact, the neighbours—I live in Bladder's Peak—have got to be so fussy and particular of late that I can't as much as unchain J. G. for a little fresh air without their getting grumpy about it." "There's no pleasing some people," said the hippodromer. "I should say not." Now, for instance, about three months after Jay got to be as big as a boarding-house sofa, I came home one day from a picnic and found he had eaten up Aunt Maria, who had been left at home to mind the house—leastwise she was nowhere to be found, and as Jay Gould seemed sort of bulgy-like and kept coughing up hairpins and false teeth for a day or two, we kinder suspicioned the whole thing." "Maternal aunt?" inquired the showman, thoughtfully. "Exactly. My wife took on dreadfully for a day or two and wanted me to shoot Jay right off. But as I told her that most likely he'd catched the rheumatism and things from the remains, we'd better call it square." "And did she?" "Well, she kinder got reconciled after a while, especially as Jay seemed fond of playing with the children. One morning, soon after that, my wife's mother—whose family lived with me, you see—didn't come down to breakfast. As all her false hair was hanging over a chair back and Gould crawled out from under a bed, licking his chops, and his tongue a good deal coated—mother-in-law was always taking things for the liver complaint—we saw at once it was another visitation of Providence, and that the heavy hand of affliction was again upon us. Well, as you may suppose, the old lady—that's my wife—pranced around a good deal then; and got down the breech-loader right away. But just then arrived a gold medal from the S.P.C.A. Society, awarded on account of my forbearance in the Aunt Maria business, and so I got her calmed down after a while." "Pacified her, eh?" "Yes, I managed to arrange a reprieve for Jay somehow. You see I was always fond of pets, and tender-hearted, and all that, you understand. I argued that the poor animal didn't know that he was doing wrong—merciful man is always merciful to his beasts, &c. That smoothed things over for another month." "What happened then?" "Well one day I sent Johnnie, our youngest son, down to the store for some sugar, and he took Gould along for company. Now whether it was because Jay was fond of sugar or not, I don't know, but he came home alone, and soon we noticed a peculiar kind of bulge on his ribs, about as big as Johnnie, and we concluded that the dread archer had marked another Skidmore—my name is Skidmore—for his own. The whole family took on like mad, and Mrs. Skid was about to shove the powder keg under Jay Gould and touch it off herself, when I pointed out that it wouldn't do to desecrate our offspring's tomb in that way. So I just had the burial service read over the lion and tied a crape round his neck for thirty days. How does that strike you?" "After that you kept the animal chained?" "Well, no. The fact is I set out to get a chain several times, but one thing and another prevented, until one day last week I actually missed the old lady, when somehow of a sudden I sorter intentioned where she was. I gave Gould about half a pound of emetic right away, but all we could get out of him was a pair of high-heeled shoes and a chest protector. It was too late, too late. We put the shoes and things in the coffin and had Jay led behind the hearse to the cemetery. Wanted to have as much of the corpse present as possible—don't you see? We had the animal decorated with flowers and things as fine as you please. Folks said it was touchingest thing that had ever took place in them parts." and the bereaved husband sighed heavily. "Don't wonder you want to sell the beast," remarked the menagerie man, after a pause. "Well, I sorter do and I sorter don't," said Mr. Skid, more abstractedly. "There's so many memories and things clustered around J. G.—seems kinder like parting with one's family burying-lot, as it were. On the other hand, though, now that the old lady is gone, I sorter feel as though the old insect had—well, outlived his usefulness, so to speak. So suppose I have his box hauled around to your show after the performance this afternoon, and see if we can't strike a bargain." "All right," said the manager. "I'm going up Salt Lake way after awhile, and perhaps I can work him off for big money to some of the Mormon elders." "There's mint of money in him as a family pet," said the other earnestly, and after striking the circus proprietor for a season deadhead, the widower shouldered his umbrella and drifted sadly down the street.

EMPEROR WILLIAM'S WADDROBE.

An interesting and extensive wardrobe is that of Emperor William. His uniforms comprise one of each of the regiments of the guards and of the body regiments, one each of Baden, Bavaria, Saxony, and Wurtemberg, four Russian uniforms and one each of his Austrian regiments of the line and hussars. The civilian suits are elegant and chiefly dark, although a light pair of pantaloons is now and then tolerated; the regular head covering is the high silk hat. The hunting suits are rarely renewed, on the principle the older the better and more comfortable. Most of the interesting pieces have long been sent to different museums, except the dress worn on the day of Nobiling's attempt. Perhaps the most remarkable piece is the Emperor's brownish-grey havelock, which he wears in the spring and fall on his drives, and with which, although nearly twenty-five years old, he is not willing to part. All his uniforms and suits are made by a member of the same family, whose predecessors presented the young Prince William with his first uniform. Numerous as the contents of the wardrobe have been and still are, it has never held an article which nearly every citizen looks upon as an indispensable one viz., a dressing grown.—*Hatters' Gazette.*

CUTLETS IN CURL PAPERS.

History tells the story of the famous *côtelette de mouton en papillotes* which reconciled Louis XIV. to the Duke of Burgundy when the latter returned from the campaign in Flanders in 1708, preceded by the news of defeat on defeat. The Duke was expected at Court, and on his arrival he hastened to the apartment of Madame de Maintenon, where the King was in the midst of his supper. Madame de Maintenon had eaten her cabbage soup, picked a few crayfish from the Bievre, and was drinking her favourite Hermitage wine. The King got up, and to the great surprise of everyone, kissed the Duke most affectionately, pressed him warmly by the hand, and seconded by the hostess, bade him sit down and share their supper. "Charamande," said the King, addressing his *valet de chambre*, "has not the Mayor of Rheims sent me some of the best vintage of Champagne and some of the famous Rousselet pears?" These good things were placed on the table, and Chamarande read the letter from the burgesses, saying that they sent their King their wine, their pears, and their hearts—in fact, the best of everything they had in their city. "Sire," exclaimed Madame de Maintenon, "this truffled snipe will not be enough for our guests and for us, so that you will please let me offer you a dish invented by my father, Baron de Surineau d'Aubigné, who was reputed a gourmand." The favourite explained that the *plat* in question was a mutton, lamb, or veal cutlet strewn with parsley and savoury herbs, placed in a sheet of thin, well-buttered paper, and then grilled. "Why," said the King, "that is wrapping a chop in curl-papers!" "Precisely," replied the lady. The King seemed to enjoy the joke immensely, and declared he would have one of these cutlets on the following evening for supper, inviting the gentlemen and courtiers present to partake of the meal. At the same time a messenger was sent to the Governor of Rambouillet ordering him to send up one of the best sheep he could find on the Royal farm. On the following day the mutton cutlets *en papillotes* were eaten by the guests, who drank the choicest of Rhine wines, and declared that they had never sat down to such an excellent dish before.

FEET AND SHOES.

At the recent meeting of the Hygienic Congress at Geneva Colonel Ziegler, who, in addition to his strictly military rank, is also Chief Surgeon of the Federal Army, read an interesting paper on shoemaking, or rather on the evil effects of badly made shoes, with special reference to hygiene and the marching powers of soldiers. Among other interesting facts Colonel Ziegler mentioned that the Swiss examining surgeons are compelled to reject every year 800 recruits—the strength of a battalion—for malformation of the feet resulting from badly-fitting shoes. The foot is in reality a bow so elastic that at every step it contracts and expands, lengthens and shortens, and a line drawn through the centre of the great toe intersects the heel. But shoemakers, who are generally utterly ignorant of the anatomy of the foot, do not give room enough for the lateral extension of the great toe. They crib, cabin, and confine it until it is forced against the other toes. Hence arise frequent inflammations of the great toe, corns, ulcerations, and sometimes veritable articular inflammation. Another evil, which Colonel Ziegler ascribes in great measure to bad shoeing, is flat-footedness, whereby the arch is converted into a straight line, and prolonged walking and marching rendered impossible. Another cause of this defect is the habit of carrying heavy weights at an early age; but in most instances, Herr Ziegler contends, perfect shoes would restore the foot to its normal condition. Fashion has also its lasts, and shoemakers consider themselves bound to conform to the prevailing mode. A test of a perfect pair of shoes is that, when placed together, they should touch only at the toes and the heels; the soles should follow the sinuosities of the feet, and to give room for their expansion should exceed them in length by 15 to 20 millimetres. The only armies in which the normal shoe has been adopted are those of Germany and Italy. In 1876 the Government of Baden organised a shoe exhibition, in which the Italian model carried off the honours. The French army is shod on the old vicious principle. The Russian shoe is about as bad as it can be. The ordering of this important article of military clothing should be assigned to the medical staff. The shoeing of children is a matter of great importance, and shoemakers' apprentices should be instructed in the theory of their calling. As further means towards a reform, the Colonel recommends that, in all establishments controlled by the State, the normal shoe be made compulsory, that military shoemakers be properly instructed, and that in every country there should be a model shoe factory for the making of "physiological shoes."—*Times.*

INSURANCES.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)..... Tls. 420,000.00
PERMANENT RESERVE... Tls. 230,000.00
SPECIAL RESERVE..... Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 6th April, 1882 ..... Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKNOSS, Esq. | WM. MEYERINK, Esq.
A. I. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 8th May, 1882. [2

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1730

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [18

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January 1882. [913

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ½% Net per Annum.
On First-class Godowns & Merchandise stored therein ..... at ¾% Net per Annum.
On Coals ..... at 1% Net per Annum.
On Petroleum in licensed Godowns ..... at 1½% Net per Annum.
On First-class Chinese Tenements ..... at 2% Net per Annum.
On Second-class Chinese Tenements ..... at 2½% Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [19

NORTH-BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [21

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [17

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $50,000 on any one FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents,
Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [22

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ¾% nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports, of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

WM. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co., Agents.

Hongkong, 4th May, 1881. [847

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [16

HONGKONG MARKETS.

As Reported by Chinese on the 7th Nov., 1882.

COTTON GOODS.

American Drills, 36 yards, per piece	$2.25 to 2.40
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 10 to 24, per 400 lbs.	$83.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$75.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.00 to 2.85
Dyed Broadcloth Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.05
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.60
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T. Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
Grey T. Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
Grey T. Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
Grey T. Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
Grey T. Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.64
Handkerchiefs, Light Red, per dozen	$0.66 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 23 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 68 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.05
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Broadcloths, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.50
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, HH, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, M M Scarlet, per piece	$7.65 to 7.70
Long Ells, M M Assorted, per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	7.65 to 7.70
Lastings, DD, per piece	$12.50 to 14.50
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.50 to 2.55
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.50 to 3.95
Iron, Wire, per picul	$5.25 to 6.35
Lead, WB, per picul	$5.35 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Lead, Rolls Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$54.70 to 55.00
Quicksilver, American, per picul	$55.00 to 55.70
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$21.00 to 26.70
Spelter, per picul	$5.00 to 5.00
Tin, Malacca, per picul	$31.50 to 32.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$33.00 to 33.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Sian, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 45.50
Bees Wax, White, per picul	$78.00 to 78.50
Birds' Nests, 1st quality, per picul	$1,050 to 2,250
Birds' Nests, 2nd quality, per picul	650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 9.00

PRODUCE.

Camphor, packed, per picul	$19.50 to 20.50
Camphor, Barocs, clean, per picul	$3,500 to 3,800
Camphor, Refined, per picul	$1,600 to 1,650
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$26.00 to 30.50
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Red, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$33.50 to 33.60
Cotton, Bombay, per picul	$15.80 to 15.80
Cotton, Calcutta, per picul	$17.00 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.50
Cotton, Shantung, per picul	$16.20 to 18.80
Cotton, Tientsin, per picul	$17.60 to 17.90
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chinchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$290 to 320
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$150 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 20.5.0 to 21.0.0
Hemp, Hankow, per picul	$12.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 40.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.9.0 to 5.6.5
Peas, White, per picul	$2.65 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.65 to 1.68
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.92 to 1.94
Pearl Barley, per picul	$6.50 to 7.50
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Patchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.52 to 1.53
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.65 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 3.5.5
Sharkefins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.85
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.00
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangor, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.70 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.50
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. picul	$7.60 to 7.10
Sugar, Shek-lung, White, No. 2, p. picul	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lungs, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.60 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.3.0 to 6.8.5
Window Glass, per box	$3.65 to 3.75

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Activ	Nov. 6	Revebsek	Dan. str	238	C. M. S. N. Co.	Calcutta
Arratoon Apcar	Nov. 4	Mantavish	Brit. str	1392	D. Sassoon, Sons & Co	
Carlos	Nov. 7	C. Haesloop	Ger. str	763	Ed. Schellhass & Co.	
Cassandra	Oct. 28	Ahrens	Ger. str	1097	Geo. E. Stevens & Co	
Catterthun	Oct. 26	F. Benstead	Brit. str	1407	Gibb, Livingston & Co	Melbourne
Consolation	Oct. 31	Lindsay	Brit. str	764	Jardine, Matheson & Co	
C. T. Hook	Oct. 30	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Danubo	Oct. 31	Jordan	Brit. str	561	Yuen Fat Hong	Bangkok
Deuteros	Oct. 30	Luthjens	Ger. str	1197	Eduard Schellhass & Co	
Ealing	Oct. 29	Salmon	Brit. str	1344	Seay Shing	Saigon
Emmy	Nov. 3	Ortmar	Span. str	314	Remedios & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fidra	Nov. 6	T. Kiddle	Brit. str	730	Ban Hin & Co	
Gaelic	Oct. 27	Hallett	Brit. str	1713	O. & O. S. S. Co.	S. Francisco
Glenalg	Nov. 2	Specially	Brit. str	895	Gilman & Co	
Greyhound	Nov. 7	D. Scott	Brit. str	227	Adamson, Bell & Co	
Hankow	Oct. 15	C. L. Perks	Brit. str	2235	Butterfield & Swire	Canton
Himalaya	Oct. 31	W. R. Beedle	Brit. str	517	Butterfield & Swire	
Honam	Sept. 15	H. Barnett	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Joloano	Dec. 19	J. Marques	Span. str	654	R. Monrente	Laid up
Kin Kiang	—	T. Benning	Brit. str	617	H. C. & M. Steamboat Co	Canton
Kiangchow	—	—	Brit. str	159	H. C. & M. Steamboat Co	Canton
Kwangtung	Nov. 4	M. Young	Brit. str	674	Douglas Lapraik & Co	Coast Ports
Moray	Nov. 4	Wm. Tatton	Brit. str	2185	Jardine, Matheson & Co	
Nam-wan	Oct. 21	Garesan	Fren. str	435	Shing Loong	Shanghai
Nestor	Nov. 7	Nish	Brit. str	1458	Butterfield & Swire	
Niigata Maru	Nov. 4	J. Wynn	Jap. str	1006	M. B. M. S. S. Co	Kobe
Ningpo	Nov. 7	Cass	Brit. str	761	Siemssen & Co	Shanghai
P. D. Grosse	Oct. 14	Schrock	Ras. str	543	Melchers & Co	
Powan	—	A. G. Carey	Brit. str	—	H. C. & M. Steamboat Co	Canton
Spark	—	Cadwallader	Brit. str	—	H. C. & M. Steamboat Co	Laid up
Sual	Oct. 11	Parker	Brit. str	256	Melchers & Co	
Titus	Nov. 7	C. Rix	Ger. str	555	Wieler & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Mouao
Yettung	June 23	H. Kennett	Brit. str	286	Kwok Ascheong & Sons	
SAILING VESSELS.						
Agnes Muir	Sept. 29	James Lowe	Brit. bk	851	Gibb, Livingston & Co	
Anna	Oct. 26	W. Jessen	Ger. bk	447	Wieler & Co	
Anna Sieben	Nov. 6	A. Paulsen	Ger. bk	603	Wieler & Co	
Antioch	Sept. 5	Glesmigarry	Amr. bk	989	Adamson, Bell & Co	New York
Ella S. Thayer	Oct. 22	Davies	Amr. sh	1098	Russell & Co	
Erin's Isle	Aug. 20	J. Fleming	Brit. sh	1798	Gibb, Livingston & Co	
Fantaisie	Nov. 6	A. Bice	Brit. bk	696	Chinese	
Friederike	Nov. 6	Wieriches	Ger. sh	1398	Melchers & Co	
Glenary	Oct. 12	D. Thomson	Brit. sch	283	Wieler & Co	
Gleaming	Oct. 18	Donsmore	Brit. sh	1498	Russell & Co	New York
J. Harkness	Oct. 28	Amsbury	Amr. bk	1373	Adamson, Bell & Co	
Kishon	Nov. 2	T. S. Howitt	Brit. bk	411	Chinese	
Lothair	Sept. 14	Boulton	Brit. sh	794	Archold, Karberg & Co	London
Marina	Oct. 13	Langlois	Brit. bk	664	Adamson, Bell & Co	
Mary Stewart	Nov. 2	Thompson	Brit. bg	434	Captain	
Mercury	Sept. 19	Pauno	Amr. sh	1158	Chinese	
Meridian	Nov. 7	A. Tuckson	Siam. bk	394	Chinese	
Meteor	Oct. 24	Horstmann	Ger. bk	594	Melchers & Co	
Mommsen	Sept. 29	A. R. Wilms	Ger. sh	1250	Melchers & Co	
N. Boynton	Oct. 11	Nason	Amr. bk	1055	Douglas Lapraik & Co	
P.